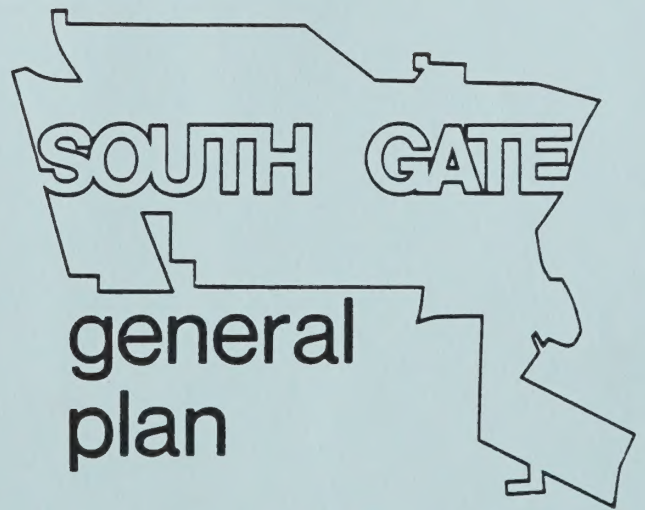


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## Environmental Impact Report



ENVIRONMENTAL IMPACT REPORT

CITY OF SOUTH GATE

GENERAL PLAN

July, 1986

Cotton/Beland/Associates, Inc.  
1028 North Lake Avenue, Suite 107  
Pasadena, California 91104

#362





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## I. INTRODUCTION

### A. Scope and Format

The City Council authorized the update of the South Gate General Plan to bring it into conformance with State Law and to provide a firm basis for future development decisions. The implementation of the goals and policies of the Draft South Gate General Plan are designed to mitigate adverse impacts from future development and growth. In addition, those goals and policies may also include specific measures designed to correct or mitigate an existing deficiency.

The South Gate General Plan and Background Report has been formatted so that these documents will serve to assess the environmental impacts anticipated to result from the implementation of the goals and policies in the Draft South Gate General Plan. The CEQA Law and Guidelines allow for the California Environmental Quality Act (CEQA) General Plan document to serve as its own EIR if certain conditions are met. Section 15166(a) of the CEQA Law and Guidelines state:

"The requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied using the general plan, or element document, as the EIR and no separate EIR will be required, if:

- (1) The general plan addresses all the points required to be in an EIR by Article 9 of these Guidelines, and
- (2) The document contains a special section or coversheet identifying where the general plan document addresses each of the points required."

The scope of a local general plan is much greater than that of other projects evaluated in this process. The environmental impacts associated with the implementation of a local general plan are more difficult to assess than those from a specific project. For this reason, the degree of analysis and precision for a local general plan will not be as great as that for a specific project. The CEQA Law and Guidelines recognizes the difficulty in the application of the CEQA Law and Guidelines to a local general plan. Section 15176 of the CEQA Law and Guidelines state:

"An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with a greater degree of accuracy."

The CEQA Law and Guidelines go on to say that an EIR prepared for a local General Plan should focus on secondary effects that may be expected with the adoption and subsequent implementation of the general plan though the EIR does not need to be as detailed as the analysis prepared for any individual projects that may result from implementation.



## B. Required Contents of an EIR

The use of the General Plan as its own EIR is allowed only if the General Plan addresses all those points identified in Article 9 of the CEQA Law and Guidelines. The specific requirements of Article 9 are summarized below.

**Table of Contents (Section 15122):** An EIR must contain a Table of Contents or an index to assist the reader in finding the analysis of different subjects and issues.

**Summary (Section 15123):** A brief summary must be included to describe the proposed action and its consequences.

**Project Description (Section 15124):** A description of the proposed project must be provided including the following:

- (1) Maps showing the projects boundaries and regional location;
- (2) A statement of objectives sought by the proposed project;
- (3) A general description of the project; technical, economic, and environmental characteristics; and
- (4) A statement briefly describing the intended use of the EIR.

**Environmental Setting (Section 15125):** An EIR must include a description of the environment in the vicinity of the proposed project as it exists prior to the commencement of the project.

**Environmental Impact (Section 15126):** The environmental impacts anticipated to result from the implementation of the proposed project must be described. The document should include a description of any significant environmental effects of the proposed project, any significant environmental effects of the proposed project which cannot be avoided, and the identification of mitigation measures designed to reduce the significant effects. The EIR must also include a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project.

Other subsections outlined in Section 15126 require that an EIR describe the cumulative and long-term effects of the proposed project which could affect the environment and the identification of any significant irreversible environmental changes which would result from the implementation of the proposed project.

**Non-significant Environmental Effects (Section 15128):** The EIR must contain a statement briefly describing the reasons that certain environmental effects were determined to be non-significant, and as a result, were not analyzed in the EIR.

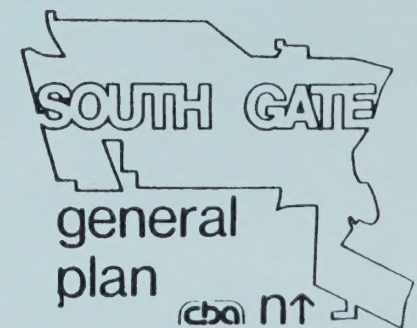


TABLE 1  
SUMMARY OF CEQA REQUIREMENTS

Required Description and Analysis	Primary Reference
1. <u>Summary</u> (Section 15123 of Guidelines)	Section I: Summary, EIR
2. <u>Description of Project</u> (Section 15124 of Guidelines)	Section II: Summary-Project Description, EIR
3. <u>Description of Environmental Setting</u> (Section 15125 of Guidelines)	Background Report, General Plan
4. <u>Environmental Impact</u> (Sections 15126 and 15143) a. Significant Environmental Effects b. Effects Which Cannot be Avoided	Section III: Environmental Impacts, EIR
5. <u>Mitigation Measures</u> (Section 15126)	Section III: Environmental Impacts and Goals and Policies, General Plan
6. <u>Alternatives to the Proposed Action</u> (Section 15126 of Guidelines)	Section IV: Alternatives to the General Plan, EIR
6. <u>The Relationship Between Local Short-Term Uses of Man's Environment and Long-Term Productivity</u> (Section 15126 of Guidelines)	Section V: Long-Term and Cumulative Impacts, EIR



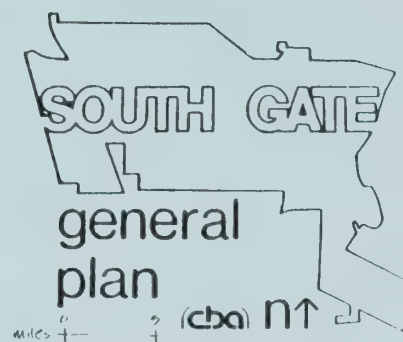
**FIGURE 1**  
Vicinity Map







**FIGURE 2**  
Regional  
Location







## II. SUMMARY

### A. Project Description

The project involves the update of the South Gate General Plan and will result in substantial changes in land use in certain areas of the City while providing for a continuation of existing land uses in other areas of the City. The land use policy as identified in the Draft South Gate General Plan includes the following features:

- ° The maintenance, preservation and stabilization of the existing lower density residential neighborhoods is emphasized by the land use policy. This is accomplished through restricting further construction of multiple-family residential development or, in some instances, requiring this type of development to be constructed in such a way so they are more compatible with surrounding single-family neighborhoods. The adoption of the Community Development Element as currently proposed would require a revision in the existing zoning ordinance to ensure conformance between the zoning ordinance and the general plan. The majority of those residential neighborhoods west of Otis Avenue would be effected by a rezoning to lower densities subsequent to adoption of the General Plan.
- ° The Community Development Element continues to encourage the clustering of new commercial development. Specifically, the element makes provisions for future development of a major commercial district in that portion of the City east of the Long Beach Freeway and west of the Rio Hondo River Channel referred to in the General Plan as South Gate Center. The goals and policies in the proposed Community Development Element also encourage the development of smaller commercial centers to be located at strategic intersections which represent a more efficient use of the land. The previous Land Use Element made similar recommendations though the General Plan and the corresponding zoning ordinance designated land uses along the entire length of major arterials as commercial which encouraged the continuation of the commercial strips.

The creation of a high intensity commercial district in the South Gate Triangle Planning Area is unique to the proposed General Plan. The previous general plan land use policy recommended a continuation of industrial uses in those areas now designated for mixed-use Commercial/Industrial.

- ° The Community Development Element provides for a retention but not, as recommended in the existing adopted General Plan, an expansion of the existing industrial land uses in the City. In certain areas currently designated for industrial uses, commercial development would be allowed under the proposed General Plan.



- ° New residential development will be possible in areas of the City designated for "mixed-use-residential/commercial". These areas include portions of Long Beach Boulevard, and Atlantic Boulevard. This designation would allow residential development to be used for infill along the commercial strips. The actual number of units that may be constructed would depend on the marketability of residential uses in these areas. The commercial uses in these areas would continue to be allowed and would be unaffected unless there was ample developer interest in constructing residential units on the affected parcels.

## **B. Environmental Impacts**

The environmental impacts anticipated to result from the implementation of the South Gate General Plan will result primarily from the Plans' land use policy. The potential impacts are summarized below.

**Air Quality** - The intensification of land uses in certain portions of the City will result in additional traffic and a corresponding increase in mobile emissions. The Draft South Gate General Plan will encourage lower overall residential densities City-wide when compared with the existing General Plan. The additions, goals, policies, and implementation measures designed to reduce mobile emissions are included in the Infrastructure Element.

**Noise** - The primary source of noise in the City of South Gate will continue to come from vehicular traffic. This General Plan update includes numerous policies and implementation measures designed to reduce noise impacts from both mobile and stationary sources. No significant noise impacts will result from the implementation of these goals and policies. The reduction of allowable densities in the interior residential neighborhoods and implementation of policies related to structural design and circulation will have a beneficial effect on reducing ambient noise levels.

**Land Use** - The major environmental impacts relative to proposed changes in land use concern the expansion of the existing commercial center at the intersection of Firestone Boulevard and Garfield Avenue and the designation of portions of the City for mixed use. This latter designation will apply to selected areas adjacent to major arterials where residential uses will be allowed for infill.

**Natural Resources** - The implementation of the goals and policies of the South Gate General Plan indicate specific policies and implementation measures aimed at preserving or conserving vital, non-renewable natural resources.

**Population** - The implementation of the Community Development Element will not result in any immediate gains in population. The additional units which may result are limited to those areas designated for mixed use. The population gains would be offset by a more restrictive zoning in the remaining residential areas of the City. The potential build-out population is significantly less than the potential build-out under the existing adopted General Plan.



Housing - Additional housing may be possible in those areas of the City designated for mixed-use. The housing objectives and programs listed in the Housing Element of the General Plan provide actions designed to facilitate the rehabilitation of substandard units and to make provisions for sound, safe, and decent housing to lower income households.

Transportation - Circulation - The implementation of the Draft General Plan should result in an improvement in circulation over the existing conditions. The infrastructure Element is exclusively concerned with policies designed to improve the movement of traffic in and through the City.

Public Services - The implementation of the goals and policies of this General Plan will have a beneficial effect on Police and Fire service to the City.

Utilities - The reduction of allowable residential densities in large areas of the City will more than offset any potential population gains resulting from new residential development in those areas designated for mixed use. The goals and policies in the infrastructure Element will further the City's efforts and improving upgrading the utilities in the City.

Human Health - The implementation of the goals and policies of the Hazards Management Element will serve to significantly reduce the exposure of City residents to certain environmental hazards.

Recreation - The goals and policies of the Resource Management Element will serve to increase the area of open space available to the City's residents. Specific policies are concerned with providing park space in areas of the City that are currently deficient.

### C. Significant Effects

Any potential significant effects would be related to the proposed changes in land use resulting from the implementation of the land use element. The proposed General Plan will result in increased building intensity and population density in selected areas of the City. On a City-wide basis, however, those increases would be more than offset by the reduction in allowable development densities in other areas of the City.

The land use plan may result in a long-term transition in selected areas from non-productive commercial uses to urbanized residential and commercial development. These changes could be considered a substantial alteration of the present land use in some areas. The General Plan would also allow commercial development in several areas of the City now devoted to industrial uses. This transition may result in significant impacts in the following issue areas:

Transportation/Circulation - Increased development of residential commercial and industrial land uses with implementation of the General Plan will add additional traffic to the circulation system beyond current levels. The potential for increased traffic volumes in these areas will be offset by the reduced potential for traffic in those residential

neighborhoods where allowable residential densities will be reduced. In addition, the adoption of implementation measures and policies in the Infrastructure Element will aid in reducing the adverse effects of any potential increase in traffic.

**Air Quality** - The additional vehicular traffic in areas will produce emissions which will result in an incremental deterioration of air quality in the region. However, air quality is expected to improve by the year 2005 due to improved vehicles and stricter controls and standards. In addition, the implementation of policies and implementation measures designed to reduce traffic volumes will result in a decrease in emission levels. On a city-wide basis, the potential air quality impacts related to the proposed South Gate General Plan are lower than those possible under the existing General Plan. The adoption of General Plan goals and policies and their subsequent implementation will serve to mitigate adverse impacts on air quality.

**Public Services** - The more intense uses in selected areas and greater population anticipated under the General Plan will increase the demand for public services, including police, fire protection services, and water and sewer facilities. The implementation of goals and policies in the infrastructure element will serve to mitigate any significant effects.

**Energy and Utilities** - The more intense land uses and larger population will result in the consumption of greater amounts of energy and increase the demands on utilities, particularly electricity and natural gas. The conservation measures proposed in the General Plan in addition to the implementation of goals and policies in the Infrastructure Element will serve to reduce the significance of these impacts. In addition, the increased energy consumption that may result with the implementation of the General Plan will be offset by a reduction in the development potential elsewhere in the planning area.

#### **D. Non-Significant Environmental Effects**

Certain environmental effects were determined to be non-significant and thus, were not analyzed in the EIR. The specific issue areas and the reasons they were not analyzed are discussed below.

**Earth** - The City is completely developed with no areas of undisturbed soil. The implementation of the General Plan would have no impact on the soils, topography, the geologic framework beyond what has already occurred.

**Water** - The proposed General Plan will not affect any surface water or affect the natural drainage of water bodies due to existing urbanization.

**Plant Life** - The implementation of the General Plan will not impact any native rare or endangered plant species. The existing plant species found in planning area consist of those generally found in an urban setting.

**Animal Life** - No rare or endangered animal species are found within the planning area.

Aesthetics - The implementation of the General Plan will not impact scenic vistas in the planning area.

Archaeological - There are no known or suspected archaeological sites within the planning area.

#### E. Alternatives

Three alternative land use concepts were developed during the preparation phases of the General Plan and were presented on graphics which are on file in the Planning Department. The three concepts considered a full range of land uses within the City. Alternative Number One considered the continuation of land use policies in the adopted General Plan which is referred to as the "no project" alternative; Alternative Number Two considered a land use alternative based on existing development trends possible under the existing zoning; and finally, Alternative Number Three served as a basis for the land use policy that was selected for the General Plan.

#### F. Analysis of Long Term Impacts and Cumulative Effects

The adoption and implementation of the goals and policies of the South Gate General Plan will represent a continued commitment of the planning area to urban uses. The development of the planning area as proposed will preclude other development options for the life of the structures constructed on the site.

Any long-term environmental effects would be related to proposed changes in land use and would contribute to impacts on land use, population, circulation, air quality, housing, public services, energy consumption, and noise.

The primary effect on the long-term productivity of the environment will be the continued and, in certain instances, a more intense commitment of the area to urban uses. The proposed General Plan is intended to plan for development of the City's recreational, commercial, industrial and residential uses. Additional development in the area will consume nonrenewable resources during the construction and life of the proposed uses.

All impacts associated with implementation of the General Plan are considered irreversible within a short-term time period. The more intensely urbanized land uses and the population increases anticipated under the General Plan will create irreversible changes in the following areas: land use patterns, population distribution, circulation, air quality, housing characteristics, energy consumption, public services and noise.

Growth inducing impacts would be related to infrastructure requirements of the increased population, coupled with the need to upgrade existing deteriorating systems, could lead to indirect growth-inducing effects.





### III.1 ENVIRONMENTAL IMPACT ANALYSIS

The environmental effects which are anticipated to result in South Gate subsequent to the adoption of the General Plan are the direct and indirect consequences of population increase, distribution and density of development, land use intensification and associated increases in air emissions, water consumption, noise levels, and need for increased public facilities. A more specific description of each of these potential changes can be found under its respective related element of the General Plan. Each issue area of potential impact is discussed and analyzed individually in the sections described below.

Environmental Setting: The discussion of existing conditions, facilities, services and environment in South Gate is discussed in detail in the Background Report;

Environmental Impacts: The identification of impacts in qualitative and quantitative terms is in Section 2.0 (Proposals) of the individual elements contained in the General Plan; and

Mitigation Measures: Measures designed to minimize adverse environmental effects are provided in Section 3.0 (Goals and Policies) of the South Gate General Plan.

Each issue area is described in the above terms either by reference or with the appropriate analysis. In certain instances, the Background Report or the General Plan did not provide the necessary quantitative analysis required to determine the significance of impacts.

This EIR will analyze the potential environmental impacts for the following issue areas:

- A. Land Use;
- B. Population and Housing;
- C. Circulation;
- D. Public Services;
- E. Utilities;
- F. Recreation;
- G. Risk of Upset;
- H. Air Quality; and
- I. Noise

The Background Report will serve to describe the environmental setting. The Background Report describes the environmental setting of the following issue areas in the noted Sections and pages.

Air Quality	Section VI.E, page IV.4 (Air Quality)
Noise	Section VI.G, page VI.5 (Noise)
	Section VIII, page VIII.1 (Noise Technical Study)
Land Use	Section III.A, page III.1 (Existing Land Use)
Natural Resources	Section V.A, page V.1 (Water)
	Section V.C, page V.2 (Parks and Recreation)

Population	Section II.A, page II-1 (Population)
Housing	Section II.C, Page II-16 (Housing Stock)
Transportation- Circulation	Section IV.A, page IV-1 (Existing Street Classification)
	Section IV.B, page IV-1 (Level of Service)
	Section IV.C, page IV-3 (Truck Traffic)
Public Services	Section V.D, page V-5 (Educational Facilities)
	Section VI.A, page VI-1 (Police)
	Section VI.B, page VI-3 (Fire)
Utilities	Section V.A, page VI-1 (Water)
	Section V.B, page VI-2 (Sewer)
Human Health	Section VI.F, page VI-5 (Hazardous Wastes)
Recreation	Section V.C, page V-2 (Parks and Recreation)

In addition to describing the existing setting for the above issue areas, the Background Report serves as a comprehensive technical report for a wide range of issues not identified above.



## A. Land Use

Environmental Setting: The existing land use in the City of South Gate is discussed in detail in the Background Report (Section III). This section of the Background Report also contains detailed maps depicting existing land uses within the individual planning areas.

Environmental Impacts: The Implementation of the land use policies outlined in the Community Development Element may result in substantial changes in land use over the life of the plan. The proposed General Plan creates several new land use designations and, as a result, comparisons between the existing development potential (as outlined under the existing zoning ordinance) and the plan are difficult to make.

The implementation of the Land Use Policy as currently proposed would result in those land uses described below in Table 1.

The Land Use Policy, as currently proposed, will have a potential for initiating change that might result in adverse environmental impacts. The Land Use Policy is described in detail in the Community Development Element and summarized in Section II of this EIR.

The land use policies do not call for significant changes in land use citywide but will result in localized changes in land use. The more pronounced potential for change may occur in Planning Area 7 with an intensification of commercial uses in the vicinity of the intersection of Firestone Boulevard and Garfield Avenue and Firestone Boulevard and Atlantic Avenue.

Other areas with a potential for change resulting from the implementation of the Land Use Policy include portions of Long Beach Boulevard, State Street, California Avenue, and Atlantic Avenue that have been designated "Mixed-use Commercial/Recreational." Residential development would be allowed in those areas previously zoned exclusively for commercial uses.

Finally, the plan calls for the redevelopment of the industrial areas of the City with an emphasis on the retention of existing industries and attraction of new manufacturing activities to the City. Virtually all of Planning Area 7 and portions of Planning Area 2 have been designated as mixed-use commercial/industrial. This designation would allow either commercial or industrial development to take place, whichever is appropriate.

In general, the implementation of the Land Use Policy will result in the retention of existing land uses at current densities. The General Plan also encourages the upgrading of existing land uses throughout the City.

On a City-wide basis, the actual land area devoted to residential land use will vary little from the existing level while there may be slight increases in commercial acreage and a corresponding decrease in industrial acreage. The actual change in the distribution in land use will be dependent on the actual distribution of land uses in those areas designated for mixed use. The land use distribution most likely to result from the implementation of the Community Development Element was considered and is described in Table 2 of This EIR.

Table 1: General Land Use Distribution

LAND USE	PLANNING AREAS											Total
	No.1	No.2	No.3	No.4	No. 5	No.6	No.7	No.8	No.9	No.10	No.11	
Residential*												
low density	256	149	226	-	78	-	36	287	278	43	227	1,630
medium density	-	-	45	295	143	-	31	-	-	-	-	514
upper-medium density	27	8	25	75	4	31	-	16	-	-	-	186
Commercial *	56	6	33	18	5	4	26	56	9	52	287	
Manufacturing *	47	88	82	-	-	285	8	-	-	127	28	665
Mixed-Use *												
commercial/residential	44	3	38	14	20	-	-	-	-	-	-	119
commercial/industrial	-	121	7	-	-	-	229	-	-	-	-	357
Public Facilities	31	11	20	35	95	3	36	-	-	38	41	310
Total	460	386	476	452	358	324	344	329	334	267	338	4,068

\*Acreage for residential land uses include streets, easements and rights-of-way. Total acreages indicated in this table will be greater than those shown in Table 2.

Table 2: Land Use Comparison Between General Plan  
and Existing Land Use Distribution

	Proposed G.P. (a)	Existing Land Use	Change
Residential			
residential	1,868 ac.	1,920 ac.	
mixed-use (b)	<u>69 ac.</u>	<u>0</u>	
Total	1,937 ac.	1,920 ac.	+17 ac.
Commercial			
general	228 ac.	304 ac.	
mixed-use (com/res) (b)	83 ac.	0	
Mixed use (com/ind) (c)	<u>71 ac.</u>	<u>0</u>	
Total	382 ac.	304 ac.	+78 ac.
Industrial			
general	599 ac.	895 ac.	
mixed-use (com/ind) (c)	<u>214 ac.</u>	<u>0</u>	
Total	813 ac.	895 ac.	-82 ac.

Notes:

- a. Land use acreages adjusted for streets, easements, rights-of-way: 20% for residential, commercial, mixed use and 10% for industrial.
- b. Assumes 40% of mixed use: commercial/residential is developed as residential and 60% developed as commercial.
- c. Assumes 25% of mixed-use: commercial/industrial is developed as commercial and 75% is developed as industrial.



Mitigation Measures: The policies and implementation measures concerning goals contained in the Community Development Element will serve to mitigate potential adverse impacts associated with the implementation of the Land Use Policy. This section identifies those policies and implementation measures designed to mitigate potentially adverse environmental impacts.

- ° Maintain existing residential densities and reduce overcrowding, thus preserving the existing, stable single-family neighborhoods. (Community Development Element Policy)
- ° Insure that the existing residential properties are well maintained. (Community Development Element Policy)
- ° Restrict further construction of multiple-family units in neighborhoods that are predominantly single-family and restrict the location of future high density residential units to those planning areas designated for Mixed Use Commercial/Residential and Upper-Medium Residential. (Community Development Element Policy)
- ° Insure that incompatible land uses adjacent to residential areas provide adequate buffers to mitigate any negative impacts such as noise, light pollution, and traffic. (Community Development Element Policy)
- ° Require that every new residential unit, regardless of density, be equipped with at least two parking places and a private enclosed patio/yard in those areas designated for mixed-use. (Community Development Element Policy)
- ° Encourage the construction of larger multiple-family units in those areas designated for higher density residential units. (Community Development Element Policy)
- ° Encourage and facilitate the infill of strip commercial districts with higher density multiple-family units through zoning and less restrictive land use controls. (Community Development Element Policy)
- ° Encourage the revitalization of Atlantic Avenue, Long Beach Boulevard, State Street and California Avenue by permitting a mixture of office, commercial and multiple-family residential uses. (Community Development Element Policy)
- ° Encourage, through zoning, density bonuses and less restrictive land-use controls; the agglomeration of commercial activities in small commercial centers located at strategic intersections. (Community Development Element Policy)
- ° Continue to concentrate commercial activities in the Tweedy Mile and Hollydale commercial districts and support the efforts of the South Gate Redevelopment Agency in the Tweedy Mile and Hollydale Commercial Revitalization Project. (Community Development Element Policy)
- ° Establish design standards for selected districts which would include portions of Firestone Boulevard, Long Beach Boulevard, and the South Gate Center. (Community Development Element Policy)

### Mitigation Measures: Land Use - Continued

- ° The City will, through zoning and appropriate land use controls, encourage the development of a major commercial district in that portion of the City known as the South Gate Triangle. (Community Development Element Policy)
- ° The Firestone and General Motors plant sites are committed to a continuation of industrial use. (Community Development Element Policy)
- ° The City should continue an active role in attracting those industrial activities which are beneficial in terms of employment and revenue to the City and the surrounding region. (Community Development Element Policy)
- ° The City should make an effort to exclude those industrial and warehousing facilities activities benefitting the City which would be outweighed by any detrimental environmental impacts such as truck traffic, air pollution, and noise. (Community Development Element Policy)
- ° Initiate a rezoning or any revisions to the Zoning Ordinance to insure that future development in low density residential neighborhoods is consistent with existing residential development. (Implementation Element)
- ° Development permitted in those areas designated for "Residential" uses should be restricted to residential development. This would not apply to those areas designated for mixed use. (Implementation Element)
- ° Specific standards should be applied in predominantly single-family neighborhoods for multiple-family residential development to insure compatibility with the lower density residential development. These standards might include requirements for private yard areas, enclosed parking, height, bulk, and design. (Implementation Element)
- ° Through zoning, restrict any future multiple-family development with five or more units to those areas of the City designated for Mixed Use Residential/Commercial or Upper/Medium Residential. (Implementation Element)
- ° Create a Planned Unit Development Overlay District within the Zoning Ordinance that would apply to the non-conforming multiple-family residential uses located in areas designated for lower density residential uses. This overlay zone would provide specific guidelines for redevelopment of those parcels. (Implementation Element)
- ° Through development standards in the Zoning Ordinance, require buffering between non-residential uses and residential uses to mitigate any possible negative impacts related to noise, light, or traffic. (Implementation Element)
- ° Through code enforcement, require that property owners maintain their property and any improvements. (Implementation Element)
- ° The City shall revise the Zoning Ordinance to implement the mixed-use residential/commercial land use designation. (Implementation Element)

### Mitigation Measures: Land Use - Continued

- ° Through zoning, direct multiple-family residential development to those areas designated for upper-medium density, high density, or mixed use residential/commercial development. (Implementation Element)
- ° Land use conversion from commercial uses to residential development of infill along major arterials in areas of the City designated for mixed-use residential/commercial should be encouraged whenever appropriate. Residential development of this type should be encouraged when a proposal will result in the following:
  - The assembling of existing lots;
  - A reduction of the number of access points or "curb cuts" along the arterial; and
  - No negative impact on existing land uses located in other zone districts. (Implementation Element)
- ° Criteria for evaluating a proposal within these guidelines could include:
  - A minimum lot size of 15,000 square feet;
  - One curb cut per development with minimum driveway width or length sufficient to accommodate two vehicles;
  - Certification, by an acoustical engineer, that interior noise levels meet minimum habitable living standards as defined by Title 24 of the State Health and Safety Code. This certification would be based on actual interior noise measurements recorded prior to the issuance of an occupancy permit; and
  - Landscaping or wall requirement to provide adequate buffering. (Implementation Element)
- ° An incentive in the form of additional dwelling units could be used to encourage developments within these criteria. The number of additional allowed should be in relation to the anticipated increased costs a prospective developer would incur as a result of these requirements when compared with similar development costs elsewhere in the City. Additional units should not be allowed at the expense of other development standards such as parking, etc. (Implementation Element)
- ° The City shall revise the Zoning Ordinance to implement the Mixed-Use commercial/industrial designation. (Implementation Element)
- ° Land use conversions to commercial uses, particularly along major arterials, should be encouraged only when a proposal:
  - Assembles existing lots;



Mitigation Measures: Land Use - Continued

- Limits the number of curb cuts along major arterials;
  - Provides adequate parking and on-site circulation;
  - Operates in conformance with the City's Noise Ordinance and other applicable environmental regulations; and
  - Will not negatively impact existing land uses in other zoning districts. (Implementation Element)
- ° The City could require landscaped buffers with mature landscaping, a wall, or both on those sides abutting a residentially zoned area. Agreements between property owners could be encouraged whereby the applicant installs the landscaping and the adjacent property owner maintains it. The landscaped buffer strip between the wall and adjacent property owner should be a minimum of 3 feet. (Implementation Element)
  - ° Continue to support the efforts of the South Gate Redevelopment Agency in the upgrading of the "Tweedy Mile" and "Hollydale" commercial districts. In addition, portions of Firestone Boulevard and Long Beach Boulevard should be considered for inclusion in future Redevelopment Agency efforts. (Implementation Element)
  - ° Establish design overlay districts which would include portions of Firestone Boulevard, Long Beach Boulevard and that portion of the South Gate Triangle Planning Area referred as South Gate Center. These districts would implement specific design-related criteria, including signs, for the respective districts. (Implementation Element)
  - ° The City should prepare a Specific Plan for that portion of the South Gate Triangle known as South Gate Center which would allow a variety of high intensity office and commercial uses. (Implementation Element)
  - ° The City will follow through on the current efforts to redevelop the Firestone and General Motors Plant sites as industrial and commercial activities. (Implementation Element)
  - ° The City will restrict those industrial activities that would result in significant and detrimental environmental impacts to the City and its residents. The significance will be determined through the preparation of a Preliminary Environmental Assessment (PEA) and any subsequent environmental analysis. (Implementation Element)
  - ° The City should inventory the existing structures and parcels in the industrial areas available for redevelopment and incorporate this information into a guide or book which would then be distributed to industrial real estate brokers and developers. (Implementation Element)

## B. Population and Housing

Environmental Setting: The demographic and housing characteristics of the City of South Gate are described in detail in Section II of the Background Report. The location of residential land uses throughout the City are identified in Figures 8 through 18 in Section III of the Background Report.

Environmental Impacts: The implementation of the Land Use Policy as defined in the Community Development Element will accommodate new residential development in specified areas of the City while preserving existing residential development densities in the remainder of the City. The Land Use Policy, if implemented in its present form, will result in an increase in the number of dwelling units (see Table 3). The majority of those new units would be constructed in the areas designated for "mixed-use residential/commercial."

The residential development potential possible under the Land Use Policy contained in the proposed General Plan is identified in Table 3. The residential development potential of both the existing General Plan and the Proposed General Plan are also indicated in this table.

Population increase will come from two sources: natural increase and immigration. The scope of the General Plan is limited to the latter source and is further restricted to considering only immigration resulting from the construction of new dwelling units or the enlargement of existing units.

Section II in the Background Report identified several significant demographic trends that will continue to result in significant increases in the City's population in coming years. Average household size may continue to increase as younger families with small children continue to locate in the City. In addition, significant numbers of illegal immigrants are suspected to live in the City and will continue to be a major factor as long as economic and political conditions in Latin America remain uncertain.

The proposed General Plan will impact the City in terms of population and housing with respect to the potential number of units that may be constructed under the proposed Land Use Policy. The build-out and population potential of the proposed General Plan is compared with the build-out possible under the adopted General Plan in Table 3.

The population projected in Table 3 assumes that the average household size of 3.26 persons per unit will remain constant. The implementation of the land use policy may result in approximately 25,900 units if development proceeds as that proposed in the land use policy and build-out is achieved. This figure represents an increase of 2,215 units over the number of units 1985 estimates provided by the Department of Finance. These additional dwelling units would result in an additional 7,220 residents, assuming the average household size remains constant.

Table 3: Population and Development Potential

Category	Proposed General Plan		Existing General Plan	
	No. of Units	Population (a)	No. of Units	Population (a)
Low density (1-8)(b)	13,040	42,510	5,600	18,256
Medium density (9-16)	4,626-8,224	15,080-26,810	7,600-13,600	24,776-44,336
Upper medium density (17-20)	3,128-3,680	10,197-11,997	7,225-8,500	23,554-27,710
High density (21-40)	-	-	1,890-3,600	6,161-11,736
Mixed-use (20)(c)	940	3,064	-	-
Total	21,726-25,876	70,851-84,381	22,365-31,300	72,747-102,038

Note: a. Population projections assume average household size remains constant.

b. Numbers in parentheses indicate density ranges possible in each category with build-out projections using maximum possible density.

c. Assumes 40 percent of area designated for mixed use is developed as residential. Dwelling unit calculations are based on total area devoted to each category (refer to Table 2).

**Mitigation Measures:** The Land Use Policy in itself will have a potential of increasing the City's population and housing stock (refer to Table 3) through policies and implementation measures will serve to reduce the potential impacts of the General Plan on the City's residents and housing stock. These policies and implementation measures are described below.

- ° There should be a variety of housing types and prices to accommodate a wide range of housing needs and tastes. (Housing Element Policy)
- ° Future higher density residential developments should be located within the areas adjacent to the major arterials designated for mixed-use and high density residential development as outlined in the Community Development Element. (Housing Element Policy)
- ° New higher density residential projects should be kept at a small scale (number of units, height, etc.) and should be compatible in design with single-family residential areas. (Housing Element Policy)
- ° Existing single-family units that require demolition must be replaced with residential units that are not to exceed those densities prescribed by the South Gate General Plan. (Housing Element Policy)
- ° The existing mobile home development, located in the South Gate Triangle planning area, shall be maintained. (Housing Element Policy)



### Mitigation Measures: Housing - Continued

- ° Encourage the rehabilitation of existing substandard housing units pursuant to the existing Building and Safety Code. (Housing Element Policy)
- ° Enforce the existing Building and Safety Code and the Zoning Ordinance to prevent the conversion of existing structures to higher density units. (Housing Element Policy)
- ° Encourage the design of those structures to be renovated to be compatible with the surrounding neighborhood. (Housing Element Policy)
- ° Substandard or dilapidated units, when demolished for new residential development, will be replaced by units with equal or less density per unit area. (Housing Element Policy)
- ° The City will continue to administer and implement the housing rehabilitation programs outlined in the Housing Element. (Implementation Element)
- ° The City will continue working with the Fair Housing Foundation in providing a counseling service to handle housing discrimination complaints. (Implementation Element)
- ° The City should promote infill development along selected arterial roadways through revision of the Zoning Ordinance to allow for mixed-use residential development in these areas. (Implementation Element)
- ° The City will promote the preservation of the existing mobile home development in the South Gate Triangle Planning Area. (Implementation Element)
- ° The City should assist in the creation of a community development corporation which would be involved in housing rehabilitation efforts. (Implementation Element)
- ° The City should notify violators of housing rehabilitation programs available to assist in making mandatory repairs. (Implementation Element)
- ° The City should implement a periodic pre-occupancy inspection of multiple-family rental units when there is a vacancy in a unit. Landlords would be required to notify the City in the event of a vacancy and an inspection could be scheduled as appropriate. (Implementation Element)
- ° The City should establish and enforce guidelines concerning the maintenance and upkeep of rental units in the City. (Implementation Element)

## C. Circulation

Environmental Setting: The existing conditions of roadways within the City of South Gate are described in detail in Section IV of the Background Report. In addition, existing traffic volumes for selected roadways are described in Section 2.2 of the Infrastructure Element.

Environmental Impacts: The implementation of the goals and policies of the General Plan, particularly the Community Development Element, will result in an overall increase in daily vehicle trips of 6 percent over what would occur under the existing zoning. An estimated 511,000 daily trips would be generated at build-out compared to 482,000 under existing land use policies. In general, the central part of the City would have less of an increase in traffic (an estimated total of 85,000 fewer daily trips); the only areas with more of an increase would be 2 (Northside), 7 (South Gate Triangle), 9 (South City), and 11 (Hollydale) with an estimated 114,000 more daily trips. (Refer to Community Development Element for a map of the individual planning areas.)

The greatest increase, an estimated additional 66,000 daily trips, would occur in Planning Area 7, the South Gate Triangle. However, because of the nature of the proposed land uses (high intensity retail uses) there is a great potential for reducing the actual number of vehicle trips generated in this area. The high development intensity will make mass transit feasible and this could be encourage by allowing flexibility in employee work hours, subsidizing bus passes, etc.

On individual streets, for the most part, the increase would not be noticeable. The estimated increases of 1 percent to 5 percent are much less than the day to day variations which are often 10 percent or more.

The effect of the proposed changes is to concentrate the increases in traffic (due to ultimate build-out) onto certain streets, i.e., the east end of Firestone Boulevard and Southern Avenue and the north end of Garfield Avenue.

The effect of the proposed land uses on Tweedy Boulevard is almost negligible; however, it will continue to be a congested street. This is not necessarily bad since the commercial land uses depend to some extent on the busy, dynamic appearance of the existing "over capacity" sections of Tweedy Boulevard.

In Table 4, the air quality impacts, the trip generation was calculated using data obtained in Tables 2 and 3 which summarize the changes in land use and the potential increase in the number of residential units. The trip generation factors for commercial and industrial developed are based on a "worst-case" scenario which accounts for the discrepancy of approximately 37,000 trips.

Table 4: Trip Generation Estimates

Land Use	Du's/acreage	Factors	Generation	Trips/Day
Residential	2,215 d.u.	2,215 d.u.'s	10 trips/d.u. (d)	22,150
Commercial (a)	+78 ac.	6,795,350 sq.ft. (c)	40 trips/1,000 sq.ft. (d)	271,800
Industrial (b)	-82 ac.	14,287,680 sq.ft. (c)	10 trips/1,000 sq.ft. (d)	142,870
Net Change				+151,080

- a. Mixed-use: commercial/residential and mixed use: commercial/industrial included in calculation (refer to Table 2 for distribution).
- b. Mixed-use: commercial/industrial included in calculations (refer to Table 2 for distribution).
- c. Assumes floor area ratio will correspond to maximum range allowed under the proposed general plan.
- d. Trip generation factors from San Diego Traffic Generators and ITE Trip Generation Report.

#### Mitigation Measures:

- ° The City will develop a street circulation system that is capable of adequately serving any reasonably expected increase in future traffic. (Infrastructure Element Policy)
- ° The City will adopt and implement standards for roadways for future street improvements in the City of South Gate. (Infrastructure Element Policy)
- ° Alternate transportation modes must be encouraged through every means available to promote such use. (To be especially applied in Planning Area 7, South Gate Triangle). (Infrastructure Element Policy)
- ° The City will create a safe and convenient circulation system for pedestrians. (Infrastructure Element Policy)
- ° The needs of the handicapped will be considered in all development plans. (Infrastructure Element Policy)
- ° The street system will be designed so as to minimize through traffic in residential neighborhoods. (Infrastructure Element Policy)
- ° Private and public parking shall be provided in sufficient amount to adequately meet local needs and to minimize congestion on arterial streets. (Infrastructure Element Policy)
- ° The City shall require that hazardous materials transported through the City be moved in a safe and efficient manner. (Infrastructure Element Policy)



Mitigation Measures: Circulation - Continued

- ° Adopt an ordinance establishing the street classification system as described in the Infrastructure Element. (Implementation Element)
- ° The City should make every effort to provide the following levels of service (LOS), as a minimum, on the following types of streets:

Primary arterial	LOS "D"	
Minor arterial	LOS "C"	
Collector	LOS "C"	
Local	LOS "B"	(Implementation Element)
- ° The City will propose necessary additions to CalTran's 5-year STIP (State Transportation Improvement Program). (Implementation Element)
- ° The following measures will be considered for the primary arterial streets in South Gate:
  - On-street parking shall be prohibited unless the Traffic Engineer determines that such parking will not interfere with traffic flow. No on-street parking will be allowed within 100 ft. of any intersection.
  - Curb returns intersections of a primary arterial shall have a 25 ft. radius; and
  - New developments shall not be allowed new access to primary arterials unless the Traffic Engineer determines that such access is the only feasible alternative. Reciprocal access agreements shall be considered during site plan review. In no case will access be provided within 100 ft. of an intersection. (Implementation Element)
- ° The following measures will be considered for the minor arterial roadways in the City of South Gate:
  - In no case will parking be allowed within 50 ft. of an intersection.
  - Curb returns at intersections of a minor arterial shall have a minimum 20 ft. radius; and
  - New developments shall only be allowed new access to minor arterials when the Traffic Engineer determines that such access is the only feasible alternative. Reciprocal access agreements shall be considered during site plan review. In no case shall access be allowed within 50 ft. of an intersection. (Implementation Element)
- ° The following measures will be considered for collector streets in the City:
  - On-street parking will be permitted unless the Traffic Engineer determines that such parking creates a traffic safety hazard; and

### Mitigation Measures: Circulation - Continued

- Curb returns at intersections of a collector street shall have a minimum 20 ft. radius. (Implementation Element)
- ° The following measures are recommended for local streets in South Gate:
  - Through traffic shall be discouraged on local streets;
  - Truck routes shall not be designated on local streets; and
  - On-street parking will be permitted unless the Traffic Engineer determines that such parking creates a traffic safety hazard. (Implementation Element)
- ° Encourage the use of public transportation by:
  - Establishing a discount fare program;
  - Examining the possibility of establishing and perhaps subsidizing a jitney or dial-a-ride service in the City;
  - Encouraging the creation of a shuttle bus system to service the central business district and peripheral parking facilities;
  - Participating with the RTD in a program to encourage bus use by providing attractive waiting areas and shelters, route and schedule information and secure bicycle parking;
  - Requiring dedications as a condition of project approval for bus turnouts where appropriate; and
  - Pursuing construction of a multi-modal transit center at the South Gate Center. (Implementation Element)
- ° Street furniture and shade trees shall be provided to encourage walking by making it an enjoyable experience. (Implementation Element)
- ° All new street projects shall include sidewalks, tree plantings and other amenities to encourage walking. (Implementation Element)
- ° The City will conduct a comprehensive study to update truck routes. (Implementation Element)
- ° Truck routes shall be properly posted to facilitate enforcement by the Police Department. (Implementation Element)
- ° Private and public improvement projects shall be reviewed to ensure that handicapped ramps and other necessary amenities are being provided. (Implementation Element)

### Mitigation Measures: Circulation - Continued

- ° Consider establishing flex-time work schedules for carpool users, and provide reserved parking spaces in all public parking lots for car/van pool users. (Implementation Element)
- ° Encourage use of bicycles for short intra-city trips by:
  - Developing and implementing a program for bicycle registration and bicycle education;
  - Where appropriate, multi-family developments shall provide secure, enclosed bicycle parking for each dwelling unit; and
  - Where feasible, the City shall provide bicycle lanes on all arterial streets. (Implementation Element)
- ° The City shall consider the installation of traffic diverters on local streets being used as alternates to arterial streets. (Implementation Element)
- ° The City shall consider the installation of road bumps if requested by residents on local streets impacted by traffic diverted due to congestion from higher level streets. (Implementation Element)
- ° Guide signs directing motorists to freeways and other major facilities shall be installed where appropriate. (Implementation Element)
- ° Requests to reduce on-site parking requirements shall require approval by the Traffic Engineer that such reductions will not contribute to an on-street parking problem. (Implementation Element)
- ° Where feasible the City should require joint use agreements between adjacent properties for the purpose of providing consolidated parking facilities and removing obstructions to pedestrian flow between properties. (Implementation Element)
- ° The City should consider reducing the on-site parking requirements when developments propose the consolidation of parking facilities through reciprocal agreements. (Implementation Element)
- ° The City should consider use of the right-of-way along Southern Avenue for peripheral parking, served by shuttle buses. (Implementation Element)
- ° Adopt an ordinance which establishes the routing of hazardous materials and prohibits the transportation of certain such materials through the City. (Implementation Element)
- ° The Fire Department shall monitor and record the transportation of hazardous materials through the City. (Implementation Element)
- ° The Police and Fire Departments shall work with the County Sheriff and Fire Departments in designating routes to be used. (Implementation Element)



#### D. Public Services

Environmental Setting: Public services in the City of South Gate are described in Section VI of the Background Report.

Environmental Impacts: The implementation of the land use policy as described in the Community Development Element will have a potential for impacting the service capabilities of the police and fire departments. These additional service requirements will be offset by goals and policies designed to reduce the probability of accidents or upset.

The land use policy calls for the replacement of older and dilapidated buildings, with new structures that are constructed in compliance with existing building and safety codes. In certain instances, however, high density structures may require special emergency equipment and specific requirements will need to be evaluated on a case-by-case basis.

Mitigation Measures: No specific adverse significant environmental impacts concerning the provision of public services have been identified. Policies contained in the Hazards Management Element and implementation measures in the Implementation Element are conceived with hazards and accident reduction in mind and emphasizes improving the service capabilities of the police and fire departments.

- ° Insure that the public and private water distribution and supply facilities have adequate capacity to meet both the water supply needs of the community and the requirement fireflows. (Hazards Management Element, Policy).
- ° All street signs be clearly marked and visible to emergency personnel. (Hazards Management Element, Policy).
- ° Those structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a time frame established by the Fire Department. (Hazards Management Element, Policy).
- ° The Fire Department must be provided those facilities that are deemed necessary to enable it to provide the services at levels desirable to both the City and the County. (Hazards Management Element Policy)
- ° Continue to support the development of public education programs related to crime prevention. (Hazards Management Element Policy)
- ° Support the Police Department's efforts in reducing the risk of gang violence and its enforcement of laws related to graffiti. (Hazards Management Element Policy)
- ° Evaluate the emergency fireflow requirements for new development in the Preliminary Environmental Assessment. (Implementation Element)

Mitigation Measures: Public Services - Continued

- ° The City should cooperate with the Los Angeles Fire Department in the preparation of a Fire Prevention Program designed to reduce the extent of damage resulting from fire. Such a program would include inspection and abatement of hazardous conditions in and around structures, providing a bi-annual inspection of commercial and/or public buildings (1979 Fire Code). (Implementation Element)
- ° Include in the City's Capital Improvement Program improvements to the road and the street system in areas subject to fire in order to improve access for emergency vehicles. (Implementation Element)
- ° New developments shall be required to provide adequate security provisions. (Implementation Element)
- ° The City of South Gate Police Department shall review development proposals for security provisions. (Implementation Element).
- ° Amend City ordinances to include design standards for new development incorporating defensible space and building security provisions. (Implementation Element).
- ° Actively promote and expand existing efforts by the South Gate Police Department to prevent gang related violence. (Implementation Element).
- ° Continue to support and expand, as necessary, the graffiti removal program in the City. (Implementation Element).
- ° Continue to support the Neighborhood Watch program and expand to include those areas of the City not involved in the program. (Implementation Element).

## F. Utilities

Environmental Setting: Public facilities in the City of South Gate are described in Section V of the Background Report.

Environmental Impacts: The implementation of the land use policy will result in some localized increases in water consumption and sewage operation. On a citywide basis, these potential increases will be offset by the reduction in allowable development densities in many of the residential neighborhoods. Table 5 summarizes energy consumption, water consumption and sewage generation if the land use policy, as proposed, is implemented.

Mitigation Measures: Specific goals, policies, and implementations contained within the General Plan are specifically concerned with improving utility service in the City. These policies include the following measures:

- ° The City will initiate a long range program, coordinated with the capital improvements program, to begin a plan for the upgrading of the City's water distribution system. This program will incorporate the current efforts to replace all existing unlined 4-inch pipelines identified in the existing capital improvements program. (Infrastructure Element)
- ° The water supply needs of future developments will be evaluated in terms of anticipated use under normal circumstances and projected fireflow requirements with the costs of any major improvements to be borne by the developer. (Infrastructure Element)
- ° The City will initiate the Westside Water Supply Project which will result in improved water supply and fireflow for the western portions of the City. (Infrastructure Element)
- ° The City will implement the recommendations outlined in a sewer needs study currently under preparation and phase the necessary improvements to correspond to the City's capital improvements program. (Infrastructure Element)
- ° Conduct a comprehensive review of the water distribution and storage system to ensure that it is adequate to meet both domestic and fireflow demand for the City at buildout under the revised General Plan. (Implementation Element)
- ° Coordinate any improvements in a long range program that is coordinated with the City's capital improvement program (CIP) which will be evaluated annually. (Implementation Element)



#### Mitigation Measures: Utilities - Continued

- ° The City should implement a program to replace all deteriorating or substandard lines in the City including the current efforts to replace all four-inch pipelines identified in the current CIP. (Implementation Element)
- ° Water consumption impacts of any new development will be assessed through the City's environmental review process. Any required improvements to the water system to meet fireflow or supply requirements will be done by the developer. (Implementation Element)
- ° The City will implement the Westside Water Supply project to provide additional fireflow and supply capacity. (Implementation Element)
- ° The City will follow the recommendations outlined in a sewer needs study and phase the necessary improvements to correspond to the City's capital improvements program. (Implementation Element).
- ° Conduct a comprehensive review of the sewer system to ensure that it is adequate to meet demand generated by buildout under the revised General Plan. (Implementation Element)
- ° Establish a program of systematically replacing older, sub-standard sewer lines before they fail. (Implementation Element)
- ° Coordinate efforts to maintain and the upgrading of the sewer system with the Capital Improvements Program (CIP). (Implementation Element)

Table 5: Utilities Generation/Consumption

Utility/Land Use	Net Change	Generation/Consumption	Impact
Natural Gas:			
Residential	2,215 d.u.	2,215 d.u.'s x 219 cu.ft./d.u./unit (d)	+ 485,085 cu.ft.
Commercial (a)	+ 78 ac.	6,755,350 sq.ft. x .095 cu.ft./sq.ft.	+ 641,759 cu.ft.
Industrial (b)	- 82 ac.	14,287,680 sq.ft. x no reliable consumption figures available	-
Total			+ 1,156,844 cu.ft.
Electrical:			
Residential	2,215 d.u.	2,215 d.u.'s x 15.99 KWh/day/unit (d)	+ 35,418 KWh
Commercial (a)	+ 78 ac.	6,755,360 sq.ft. x .034 KWh/day/sq.ft.	+ 229,682 KWh
Industrial (b)	- 82	19,287,650 sq.ft. x .12 KWh/day/sq.ft.	- 171,452 KWh
Net Change			+ 171,452 KWh
Water:			
Residential	2,215 d.u.	2,215 d.u.'s x 300 gal/day (e)	+ 860,000 gal/day
Commercial (a)	+ 78 ac.	.25 - 2.0:1 FAR x 100 gal/1000 sq.ft.	+ 679,500 gal/day
Industrial (b)	- 82 ac.	2.0 - 4.0:1 FAR x 100 gal/1000 sq.ft.	- 1,428,700 gal/day
Net Change			+ 110,800 gal/day
Sewer:			
Residential	2,215 d.u.	2,215 d.u.'s x 400 gal/d.u. (e)	+ 860,000 gal/day
Commercial (a)	+ 78 ac.	6,795,360 sq.ft. x 100 gal/1000 sq.ft.	+ 1,428,700 gal/day
Industrial (b)	- 82 ac.	14,287,680 sq.ft. x 100 gal/1000 sq.ft.	- 1,428,700 gal/day
Net Change			+ 110,800 gal/day

## Notes:

- Mixed use: commercial/residential and mixed use: commercial/industrial included in calculation (refer to Table 3 for distribution).
- Mixed use: commercial/industrial included in calculation (refer to Table 3 for distribution).
- Assumes floor area ratio will correspond to maximum ranges allowed under the proposed general plan.
- Generation factors from Air Quality Handbook for Environmental Impact Reports - South Air Coast Quality Management District.
- Generation factors from EIR Handbook for Private Projects - City of Los Angeles Planning Department.

## F. Recreation

Environmental Setting: The existing recreational facilities within the City of South Gate are described in detail in Section V-D of the Background Report.

Environmental Impacts: The implementation of the land use policy of the General Plan will not, in itself, create needs for additional recreational facilities beyond the current needs.

The City of South Gate may have an ultimate population of approximately 85,000 persons if demographic trends remain constant and development occurs as outlined in the Land Use Element. Standards for recommended park space vary; the National Parks and Recreation Association (NPRA) recommends a minimum of 2.5 acres of park space per 1,000 persons compared to the Southern California Association of Governments recommendation for a minimum of 4 acres per 1,000 persons. In addition, other standards recommend an optimal service area of certain types of parks which vary according to the particular standard.

Specific areas of the City were identified as being deficient in park space and include the majority of those residential neighborhoods in the western portions of the City. The Goals and Policies articulated in this General Plan indicate a desire on the part of the City to emphasize the creation of smaller neighborhood parks with less emphasis placed on the much larger parks.

Mitigation Measures: Specific policies in the Resource Management Element call for the preservation of existing open space used for recreational purposes and provides for the creation of additional park space in those areas of the City lacking such facilities. The specific facilities are identified below.

- ° Enforce local laws regarding the vandalism of park property and incorporate citizen involvement into the park surveillance process through neighborhood watch programs. (Resource Management Element Policy)
- ° Identify the maintenance requirements of the parks and recreational facilities in the City's Capital Improvements Program. (Resource Management Element Policy)
- ° Create a neighborhood "Adopt a Park" program designed to encourage citizen involvement and participation in the maintenance and upkeep of their neighborhood park. (Resource Management Element Policy)
- ° The establishment of a city-wide system of smaller, neighborhood parks and tot-lots should be stressed rather than the development of large parks. (Resource Management Element Policy)
- ° The City should evaluate the possibility of leasing certain recreational facilities to non-profit organizations or private concessionaires to reduce the City's maintenance cost. (Resource Management Element Policy)



Mitigation Measures: Recreation - continued

- ° The possibility of a "shared-use acquisition" of future elementary school sites within the Los Angeles Unified School District will be examined. (Resource Management Element Policy)
- ° Promote the acquisition of additional park land in the Westside, Firestone and Southgate Gardens Planning Areas, a portion of the City identified as being deficient in park space. (Resource Management Element Policy)
- ° The City's Neighborhood Watch programs should also emphasize the need for citizen participation in reducing vandalism in City parks. (Implementation Element)
- ° Prepare a long-range master plan for the parks and recreation facilities in South Gate which is coordinated with the Capital Improvement Program. (Implementation Element)
- ° Establish an "Adopt-a-Park" program to involve civic organizations, businesses, and private citizens in park maintenance and upkeep. (Implementation Element)
- ° The Parks and Recreation Department could design a "gift book" which would identify certain improvements such as swings, benches, horseshoe pits, etc., with the appropriate implementation costs. individuals and organizations could then purchase a "gift" for their park which would be dedicated to the purchaser. (Implementation Plan).
- ° Discuss possible joint-powers agreements for the purpose of increasing available recreational resources between the City of South Gate and :
  - (1) The local school district;
  - (2) adjacent cities;
  - (3) the County of Los Angeles
  - (4) CalTrans; and
  - (5) utility companies. (Implementation Element)
- ° Investigate the possibility of establishing two additional tot lots on two proposed elementary school sites. (Implementation Element)
- ° The City should investigate the possibility of redevelopment of portions of South Gate Recreational Park. Funds received from the sale or lease of park property would go into an escrow account to purchase park land in those areas of the City deficient in park space. (Implementation Plan).

## G. Risk of Upset

Environmental Setting: Of concern in this impact category are the risk of releases of hazardous substances in the event of accidents or upset conditions, and the interference with an emergency response or emergency evaluation plan. The natural and man-made hazards affecting the City at present are described in detail in Section VI of the Background Report in the Hazards Management Element of the General Plan.

Environmental Impact: Land use policies contained in the Community Development Element will not result in exposure or increases in the probability of upset.

Mitigation Measures: Specific policies and implementation measures, identified below, will serve to reduce the probability of upset or mitigate the effects associated with upset.

- ° To cooperate with and support in every way possible the Federal, State and County agencies responsible for the enforcement of Federal health, safety, and environmental laws. (Hazards Management Element Policy)
- ° Continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake. (Hazards Management Element Policy)
- ° To upgrade the existing emergency preparedness plan which will coordinate the rescue and reconstruction efforts carried out by the various City agencies. (Hazards Management Element Policy)
- ° Distribute appropriate sections of the Emergency Preparedness Plan to households and businesses in the community. (Hazard Management Element Policy)
- ° Special consideration in the design and construction of buildings in those portions of the City subject to intense ground motion and liquefaction in the event of a major earthquake. (Hazards Management Element Policy)
- ° Identify and monitor those buildings that are constructed of unreinforced masonry and require that any improvements to these structures include bringing them up to the current building codes. (Hazards Management Element Policy)
- ° Initiate the identification of all producers, users and transporters of hazardous materials and wastes and the establishment of a system to monitor the handling, transport, and disposal of such wastes (Hazards Management Element Policy)
- ° Initiate the identification of hazardous materials transport routes as well as those vehicles transporting hazardous materials. (Hazards Management Element Policy)

Mitigation Measures: Risk of Upset - Continued

- ° Review City, County and special district capital improvement plans for consistency with the seismic safety policies governing the location of critical public facilities. (Implementation Element)
- ° Inspect critical public facilities for structural integrity, and require correction as necessary. (Implementation Element)
- ° Update the Emergency Preparedness and Evacuation Plan (as required by Government Code Section 65302) that addresses structural hazards, inundation from a dam failure, seismic activity, flooding, fire and other disasters. (Implementation Element)
- ° Conduct a public information program on preventing hazards and responding to a disaster and institute a program to disseminate information to all residents and businesses in the City. (Implementation Element)
- ° Enact ordinances for the evaluation and abatement of structural hazards (i.e., parapet ordinance and hazardous building ordinance requiring repair, rehabilitation, or demolition of hazardous structures following structural evaluation). (Implementation Element)
- ° Adopt the Uniform Building Code provisions regarding lateral forces (Chapter 23) and grading (Chapter 70). (Implementation Element)
- ° Establish procedures for reviewing subdivision and other development including liquefaction areas and groundshaking zones. (Implementation Element)
- ° Restrict the transportation of hazardous materials to selected major arterials in the City. (Implementation Element)
- ° Require that producers, users, and transporters of hazardous materials clearly identify the materials on signs posted on the exterior of buildings or storage facilities containing such materials. (Implementation Element)
- ° Prohibit new businesses that are producers or transporters from locating in or adjacent to residential neighborhoods. (Implementation Element)
- ° Establish a system to monitor and regulate the handling, transport, and disposal of such materials and actively enforce City codes regarding such materials. (Implementation Element)



## H. Air Quality

Environmental Setting: The existing environmental setting as it relates to air quality is discussed in Section VI-E of the Background Report.

Environmental Impacts: The South Gate General Plan supports the efforts of the various governmental agencies and bodies responsible for the attainment and maintenance of clean air. The Plan recognizes the problem is regional in scope and the attainment of clean air in Southern California is beyond the means of any single city. The Natural Resource Element along with other elements contained in the General Plan, provide policies that reinforce those contained in the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP).

The adoption of the land use policies contained in the General Plan will not immediately affect air quality in the City and surrounding region. The implementation of specific projects, as allowed under the proposed general plan will result in an incremental degradation of air quality due to traffic-related pollutants and from both on-site and off-site stationary sources.

It is very difficult to evaluate potential air quality impacts that may result with the implementation of the land use policy because of the wide range of development scenarios possible, especially as they related to commercial and industrial development. For purposes of analysis, the potential air quality impacts that may be expected from residential development were estimated. Table 7 compares the potential air quality impacts if new development proceeds as outlined in the land use policy at the maximum possible densities under the existing zoning.

Mitigation Measures: The following policies contained in the Resource Management and Infrastructure Elements will serve to mitigate adverse impacts in air quality that may be expected to result from implementation of the Land Use Policy contained in the General Plan.

- ° Support the efforts, goals and plans of the South Coast Air Quality Management District in reducing the level of air pollution in the Southern California region. (Resource Management Element Policy)
- ° Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings (Resource Management Element Policy)
- ° Encourage public employees to follow energy conservation procedures designed to reduce energy consumption. (Resource Management Element Policy)
- ° Alternate transportation modes must be encouraged through every means available to promote such use. (To be especially applied in Planning Area 7, South Gate Triangle). (Infrastructure Element Policy)

AIR QUALITY DATA  
1984  
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Carbon Monoxide					Ozone			Nitrogen Dioxide		Sulfur Dioxide		
		Max. Conc. in PPM 1-Hour	No. Days Standard Exceeded				Max. Conc. in PPM 1-Hour	No. Days Standard Exceeded		Max. Conc. in PPM 1-Hour	No. Days Std. Exceeded State > .25 PPM 1-Hour	Max. Conc. in PPM 1-Hour	No. Days Std. Exceeded <sup>a)</sup>	
			Federal >9.3 ppm 8-Hours	Federal > 35 PPM 1-Hour	State >9.1PPM 8-Hours	State > 20 PPM 1-Hour		Federal >.12 PPM 1-Hour	State >.10PPM 1-Hour				Federal > .14 PPM 24-Hours	State >.05 ppm 24-hours <sup>b)</sup>
1	Los Angeles	15	0	0	2	0	.29	53	114	.23	0	.07	0	0
2	W. Los Angeles	17	7	0	10	0	.27	35	79	.32	4	.05	0	0
3	Lennox	24	64	0	67	9	.22	8	16	.27	2	.06	0	0
4	Long Beach	14	3	0	4	0	.27	13	32	.35	5	.32	0	0
5	Whittier	14	1	0	1	0	.29	60	108	.29	2	.06	0	0
6	Reseda	15	9	0	9	0	.26	78	139	.21	0	.03	0	0
7	Burbank	19	16	0	20	0	.26	73	127	.21	0	.05	0	0
8	Pasadena	13	0	0	0	0	.30	125	169	.21	0	.03	0	0
9	Azusa	7	0	0	0	0	.31	129	168	.16	0	.04	0	0
9	Glendora c)	NM	NM	NM	NM	NM	.34	130	160	NM	NM	NM	NM	NM
10	Pomona	13	0	0	0	0	.31	98	138	.20	0	NM	NM	NM
11	Pico Rivera	13	0	0	0	0	.27	92	129	.25	1	.09	0	0
12	Lynwood	29	51	0	54	11	.27	22	49	.27	2	.07	0	0
13	Newhall	NM	NM	NM	NM	NM	.27	86	132	NM	NM	NM	NM	NM
14	Lancaster	10	0	0	0	0	.18	49	110	.11	0	NM	NM	NM
16	La Habra	21	1	0	3	1	.32	59	99	.25	2	.04	0	0
17	Anaheim	18	4	0	4	0	.25	37	65	.24	0	.08	0	0
17	Los Alamitos	NM	NM	NM	NM	NM	.19	12	32	NM	NM	.06	0	0
18	Costa Mesa	13	1	0	1	0	.25	7	29	.22	0	.04	0	0
19	El Toro	8	0	0	0	0	.30	26	61	NM	NM	NM	NM	NM
22	Morco-Corona	NM	NM	NM	NM	NM	.30	85	137	NM	NM	NM	NM	NM
23	Riverside Rub.	8	0	0	0	0	.32	127	176	.17	0	.02	0	0
23	Riverside Mag.	16	0	0	0	0	NM	NM	NM	NM	NM	NM	NM	NM
24	Perris	NM	NM	NM	NM	NM	.22	75	137	NM	NM	NM	NM	NM
28	Hemet c)	NM	NM	NM	NM	NM	.18	7	27	NM	NM	NM	NM	NM
29	Banning	NM	NM	NM	NM	NM	.25	48	95	NM	NM	NM	NM	NM
30	Palm Springs	4	0	0	0	0	.20	36	92	.09	0	NM	NM	NM
30	Indio	NM	NM	NM	NM	NM	.19	19	69	NM	NM	NM	NM	NM
32	Upland	8	0	0	0	0	.32	115	170	.15	0	.02	0	0
33	Ontario	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
33	Chino c)	NM	NM	NM	NM	NM	.32	90	131	NM	NM	NM	NM	NM
34	Fontana	6	0	0	0	0	.32	136	179	.16	0	.03	0	0
34	San Bernardino	9	0	0	0	0	.30	125	173	.20	0	.03	0	0
35	Redlands	2	0	0	0	0	.29	116	160	NM	NM	NM	NM	NM
37	Lake Gregory	NM	NM	NM	NM	NM	.34	139	175	NM	NM	NM	NM	NM

PPM - Parts by volume per million parts of air.

ug/m<sup>3</sup> - Micrograms per cubic meter of air.

NM - Pollutant not monitored.

ND - No data available.

AGM - Annual Geometric Mean.

a) - The Federal (3-hours > .50 ppm) and State (1-hour > .50 ppm) standards were not exceeded.

b) - Twenty-four hours > .05 ppm with 1-hour ozone > .10 ppm, or with 24 hours TSP > 100 ug/m<sup>3</sup>.

c) - Data period: Glendora - from April 1, 1984; Hemet - from July 17, 1984; Chino - from April 23, 1984.

Table 6  
Air Quality Data



AIR QUALITY DATA  
1984  
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Suspended Particulates (Hi-Vol)							Lead (Hi-Vol)			Sulfate (Hi-Vol)		Visibility	
		Total Samples Collected	Max. Conc. ug/m <sup>3</sup>	No. Samples Exceeded 24-Hr. Standard <sup>d)</sup>			Percent AGM Standard Exceeded		Max. Conc ug/m <sup>3</sup>	No. Occasions Standard Exceeded		Max. Conc. ug/m <sup>3</sup>	No. Samples Ex. Stand. State > 25 ug/m <sup>3</sup> 24-Hours	Location	Days Not Meeting State Standard <sup>e)</sup>
				Federal >260 ug/m <sup>3</sup>	>150 ug/m <sup>3</sup>	State >100 ug/m <sup>3</sup>	Federal > 75 ug/m <sup>3</sup>	State >60 ug/m <sup>3</sup>		Federal 1.5 ug/m <sup>3</sup> Qrtly Avg.	State 1.5 ug/m <sup>3</sup> Mo. Avg.				
1	Los Angeles	47	148	0	0	23	30.0	62.5	1.24	0	0	27.4	1	L. A.	NO
2	W. Los Angeles	55	121	0	0	4	0	17.5	1.08	0	0	26.4	1	BUR AP	14
3	Lennox	57	156	0	1	17	13.3	41.6	1.99	0	0	26.7	1	LAX AP	25
4	Long Beach	59	195	0	6	15	18.0	47.5	1.40	0	0	22.2	0	LB AP	13
5	Whittier	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	WJF	2
6	Reseda	60	134	0	0	7	0	22.0	1.10	0	0	22.9	0		
7	Burbank	13	166	0	2	3	4.8	31.0	1.23	0	0	10.2	0		
8	Pasadena	55	133	0	0	15	4.1	30.1	1.19	0	0	25.4	1		
9	Azusa	57	195	0	10	42	43.7	79.6	0.97	0	0	27.6	1		
9	Glendora <sup>c)</sup>	43	179	0	1	12	0	24.5	0.50	0	0	25.4	1		
10	Pomona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
11	Pico Rivera	53	172	0	2	25	26.6	58.3	1.24	0	0	20.6	0		
12	Lynwood	59	199	0	11	31	40.0	75.0	2.05	0	0	24.9	0		
13	Newhall	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
14	Lancaster	56	180	0	2	10	0	21.3	0.57	0	0	11.1	0		
16	La Habra	59	237	0	7	19	19.8	49.8	1.09	0	0	21.9	0	EL TORO	
17	Anaheim	58	204	0	6	20	14.4	43.0	1.11	0	0	20.1	0	MCAS	3
17	Los Alamitos	58	218	0	7	25	29.6	62.0	1.74	0	0	19.5	0		
18	Costa Mesa	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
19	El Toro	61	179	0	1	7	0	16.5	0.48	0	0	14.9	0		
22	Norco-Corona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	MARCH AFB	18
23	Riverside Rub.	59	278	1	27	44	76.9	121.1	0.91	0	0	22.8	0		
23	Riverside Mag.	61	205	0	14	37	50.2	87.8	0.99	0	0	22.6	0		
24	Perris	60	193	0	9	35	27.4	59.3	0.48	0	0	15.9	0		
28	Hemet <sup>c)</sup>	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
29	Banning	57	277	1	4	16	0	17.3	0.33	0	0	22.2	0		
30	Palm Springs	61	113	0	0	6	0	0	0.31	0	0	8.9	0		
30	Indio	57	280	1	10	28	30.6	63.3	0.35	0	0	11.7	0		
32	Upland	58	178	0	6	31	24.9	56.1	0.79	0	0	22.6	0	NORTON AFB	37
33	Ontario	54	267	1	16	34	51.7	89.6	1.12	0	0	28.3	2	ONT AP	51
33	Chino <sup>c)</sup>	38	205	0	5	27	52.0	90.1	0.55	0	0	24.7	0		
34	Fontana	60	317	1	18	38	46.6	83.3	0.46	0	0	23.8	0		
34	San Bernardino	58	219	0	18	37	42.5	78.1	0.90	0	0	23.4	0		
35	Redlands	59	217	0	12	32	24.2	55.3	0.35	0	0	21.0	0		
37	Lake Gregory	58	113	0	0	3	0	0	0.22	0	0	10.3	0		

d) - Preponderance of suspended particulates data collected in 1984 were of the high-volume, glass-fiber filter type (not PM<sub>10</sub>). Therefore, suspended particulates continue to be compared to previous California TSP standards.

e) - Visibility standard is 10 miles or greater on days when relative humidity is less than 70%.

Table 6  
Air Quality Data (continued)



Table 7: Air Quality Impacts  
(lbs. per day) (c)

	Carbon Monoxide (CO)	Nitrogen Oxide (NOx)	Sulfur Dioxide (SOx)	Hydro- carbons	Patri- culates
GENERAL PLAN					
<u>Vehicular Source (a)</u>					
151,080 trips @ 5 miles/trip = 755,400 miles/day. (d)	14,792	2,463	399	1,781	532
<u>Stationary Sources</u>					
<u>Electrical Consumption</u> 93,648 KWH/day (b)	20	197	131	12	17
<u>Natural Gas Consumption</u> 1,156,844 cu.ft./day (b)	1	5	negl.	negl.	negl.
TOTAL					
Threshold Criteria (SCAQMD)	550	150	100	75	150

- Notes: (a) Trip generation factors are from Table 4 of this EIR.  
 (b) Electrical and natural gas consumption rates are from Air Quality Handbook for Environmental Impact Reports. South Coast Air Quality Management District (1983).  
 (c) Emission factors are from Air Quality Handbook for Environmental Impact Reports.  
 (d) Vehicular Emissions are based on California State Composite Moving Exhaust Emission Rates for the year 2000 and assumes an average trip length of 5 miles @ 35 miles per hour.

### Mitigation Measures: Air Quality - Continued

- ° The City will review development proposals for air quality impacts and will require the mitigation of any significant impacts. Examples of such mitigation measures include:
  - Abundant landscaping, which tends to shield and filter the air at the site;
  - Setbacks and buffer areas from roadways and parking areas, which allow the dispersion of relatively concentrated contaminants near the source of emission; and
  - Site arrangements which allow through movement of prevailing winds and circulation of air at the site. (Implementation Element)
- ° The City will implement appropriate air quality control tactics related to land use decisions, transportation practices and energy use. (Implementation Element)
- ° The City will continue to participate in the development and update of the regional air quality management plans required under Federal and State law. The City will work with the South Coast Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) in developing air quality strategies and tactics for the South Coast Air Basin. (Implementation Element).
- ° Encourage the use of public transportation by:
  - Establishing a discount fare program.
  - Examining the possibility of establishing and perhaps subsidizing a jitney or dial-a-ride service in the City;
  - Encouraging the creation of a shuttle bus system to service the central business district and peripheral parking facilities.
  - Participating with the RTD in a program to encourage bus use by providing attractive waiting areas and shelters, route and schedule information and secure bicycle parking;
  - Requiring dedications as a condition of project approval for bus turnouts where appropriate; and
  - Pursuing construction of a multi-modal transit center at the South Gate Center.

Mitigation Measures: Air Quality - Continued

- ° Street furniture and shade trees shall be provided to encourage walking by making it an enjoyable experience.
- ° All new street projects shall include sidewalks, tree plantings and other amenities to encourage walking. (Implementation Element).
- ° Encourage use of bicycle for short intra-city trips by:
  - Developing and implementing a program for bicycle registration and bicycle education;
  - Where appropriate, multi-family developments shall provide secure, enclosed bicycle parking for each dwelling unit; and
  - Where feasible, the City shall provide bicycle lanes on all arterial streets. (Implementation Element).



## I. Noise

Environmental Setting: The existing environment as it relates to noise is described in Section VI-6 and Section VIII in the Background Report.

Environmental Impacts: The implementation of the land use policies will result in an incremental increase in ambient noise levels primarily due to the increases in traffic related noise. The anticipated noise impacts are quantified in the Noise Element.

The implementation of specific land use policies as they relate to mixed use: residential/commercial development may result in a number of residential units being constructed in areas where noise exposure exceeds 60 dBA. State law (Section 1092, Title 25) requires insulation in new multiple-family dwellings constructed within 60 dBA noise exposure contours.

Mitigation Measures: The policies contained within the Noise Element will serve to mitigate potential adverse noise impacts resulting from the implementation of the Land Use Policy of this General Plan.

- ° Construct barriers to mitigate sound emissions where necessary or where feasible. (Noise Element Policy)
- ° To ensure the inclusion of noise mitigation measures in the design of new roadway projects in South Gate. (Noise Element Policy)
- ° Reduce transportation noise through proper design and coordination of routing; e.g., coordinate this policy with circulation policy of establishing a truck route. (Noise Element Policy)
- ° Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City divisions. (Noise Element Policy)
- ° Mitigate potential impacts for future helicopter operations. (Noise Element Policy)
- ° Establish acceptable limits of noise for various land uses throughout the community. (Noise Element Policy)
- ° Ensure acceptable noise levels near schools, convalescent homes, and other noise sensitive areas. (Noise Elements Policy).
- ° Establish standards for all types of noise not already governed by local ordinances or preempted by State or Federal law. (Noise Element Policy)
- ° Encourage acoustical design in new construction. (Noise Element Policy)
- ° Continue to enforce the Community Noise Ordinance to mitigate noise conflicts. (Noise Element Policy)

### Mitigation Measures: Noise - Continued

- ° Resolve existing and potential conflicts between various noise sources and other human activities. (Noise Element Policy)
- ° Evaluate noise generated by construction activities. (Noise Element Policy)
- ° Establish and maintain coordination among the City agencies involved in noise abatement. (Noise Element Policy)
- ° To ensure the employment of noise mitigation measures in the design of new freeways (specifically the Century Freeway) or improvement of arterial roadways consistent with funding capability and to support efforts by the California Department of Transportation to provide for acoustical protection for existing noise sensitive land uses affected by these projects (Implementation Element)
- ° Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses. (Implementation Element)
- ° Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and South Gate Police Department. (Implementation Element)
- ° For new helicopter facilities, enforce the utilization of flight paths of helicopters over the major arterial or other high noise zones and the avoidance of non-emergency low-level flights over residential areas. Any new avoidance of non-emergency low-level flights over residential areas. Any new facility, either public or private, must comply with accepted site selection criterion with respect to the noise environment; specifically, compliance with the Federal Aviation Guidelines for New Helicopters (Ref: AC 150/5020-2). The criterion specifies that the "maximum recommended cumulative sound levels (i.e., LDN) due to the proposed operations of helicopters should not exceed the ambient noise level already present in the community at the site of the proposed heliport." (Implementation Element)
- ° Establish standards that specify acceptable limits of noise for various land uses throughout the City. These criteria will be designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. (Implementation Element)
- ° Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones in Figures 5-1 identify those areas exposed to noise levels greater than 60 LDN and can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures are included. (Implementation Element)

### Mitigation Measures: Noise - Continued

- ° Enforce the State of California Uniform Building Code which specifies that the indoor noise levels for residential living spaces not exceed 45 LDN due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 LDN. The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City should also, as a matter of policy, apply this standard to single-family dwellings. (Implementation Element)
- ° Continue to enforce the comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources. (Implementation Element)
- ° Require that new commercial projects, to be built near existing residential land use, demonstrate compliance with the City Noise Ordinance prior to approval of the project. (Implementation Element)
- ° All new residential projects to be constructed near existing sources of non-transportation noise (including but not limited to commercial facilities and public parks with sports activities) must achieve a minimum of 20 dBA of building noise reduction. (Implementation Element)
- ° Continue to enforce the Noise Ordinance that limits the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours and on weekends and holidays. Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses. (Implementation Element)
- ° Designate one agency in the City to act as the noise control coordinator. This will ensure the continued operation of noise enforcement efforts of the City. (Implementation Element)





#### IV. ALTERNATIVES TO THE DRAFT GENERAL PLAN

Three alternative land use concepts were developed during the preparation phases of the General Plan. These alternatives were presented on graphics which are on file in the Planning Department. The three concepts considered a full range of land uses within the City. Alternative Number One considered the concentration of the adopted General Plan which is referred to as the "no project" alternative; Alternative Number Two considered a land use alternative based on existing development trends possible under the existing zoning; and finally, Alternative Number Three served as a basis for the land use policy that was finally selected for the General Plan.

The three alternative development concepts differed primarily in regard to residential density ranges. The three alternatives and the land use policy selected for the General Plan are provided below.

**TABLE 8: Potential Residential Development:  
South Gate Land Use Alternatives**

	Alternative #1 Current General Plan	Alternative #2 Trends	Alternative #3
Low Density: (8) No. dwelling units population	700 acres 5,600 18,256	625 acres 5,000 16,300	1,748 acres 13,032 42,484
Medium Density: (9-16) No. dwelling units population	850 acres 24,939-44,336	330 acres 9,682-17,213	435 acres 12,763-15,648
Upper Medium Density: (17-20) No. dwelling units population	425 acres 7,225-8,500 22,600-26,600	200 acres 3,400-4,000 10,650-12,500	290 acres 4,930-5,800 16,072-18,908
High Density: No. dwelling units population	90 acres 1,890-3,600 6,161-11,736	850 acres 17,850-34,000 58,191-110,840	-
Total Dwelling Units: Total Population:	22,365-31,300 72,910-102,038	29,220-48,280 95,257-157,393	27,229-25,984 71,319-77,040

EXISTING DWELLING UNITS: 23,663

POPULATION: 74,200

\* Assuming 40% developed as residential





## V. ANALYSIS OF LONG TERM IMPACTS AND CUMULATIVE EFFECTS

### A. Long-Term and Cumulative Effects

The California Environmental Quality Act Guidelines (CEQA) define cumulative effects as "two or more individual effects that, when considered together are considerable or which compound or increase other environmental impacts." The Guidelines further note that the individual effects can be the various changes related to a single project or the change involved in a number of other closely related past, present, and reasonable foreseeable future projects (Section 15023.5).

The State CEQA Guidelines define "significant effect" as a substantial adverse change in any of the physical conditions within the area affected by the proposed project. The impacts are not considered "significant" if the potential effects can be reduced to acceptable levels through the implementation of mitigation measures.

A project may result in significant effect which can not be mitigated. In these instances, approval of the project by the City or Agency will require a "Statement of Overriding Consideration". This document is a public statement made by the Lead Agency which indicates that the benefits associated with the implementation of the proposed project outweigh the adverse environmental effect.

The adoption and implementation of the goals and policies of the South Gate General Plan will represent a continued commitment of the planning area to urban uses. The development of the planning area as proposed will preclude other development options for the life of the structures constructed on the site.

Any long-term environmental effects would be related to proposed changes in land use that would contribute to any of the following:

- ° Land Use - The land use plan may result in a long-term transition in selected areas from non-productive commercial uses to urbanized residential and commercial development. These changes could be considered a substantial alteration of the present land use in some areas.
- ° Population - Construction of the anticipated land uses will accommodate an increase in the permanent and daytime population of the Planning Area.
- ° Transportation/Circulation - Increased development of residential commercial and industrial land uses with implementation of the General Plan will add additional traffic to the circulation system beyond current levels.

- ° Air Quality - The additional vehicular traffic in the area will result in emissions which will result in an incremental deterioration of the air quality in the region. However, air quality is expected to improve by the year 2005 due to improved vehicles and stricter controls and standards.
- ° Housing - The General Plan provides for an expansion of the housing stock in certain areas of the City over existing levels in response to the anticipated rise in population. This possible increase in the number of units will be more than offset by reducing the allowable residential development densities in the existing neighborhoods.
- ° Public Services - The more intense uses and greater population anticipated under the General Plan will increase the demand for public services, including police, fire protection services, and water and sewer facilities. The implementation of goals and policies in the infrastructure element will serve to mitigate any significant effects.
- ° Energy and Utilities - The more intense land uses and larger population will result in the consumption of greater amounts of energy and increase the demands on utilities, particularly electricity and natural gas. The conservation measures proposed in the General Plan in addition to the implementation of goals and policies in the Infrastructure Element will serve to reduce the significance of these impacts.
- ° Noise - More intense land uses and greater levels of vehicular traffic in selected areas will increase ambient noise levels in the Planning Area, particularly around major activity centers and along major traffic arterials.

The primary effect on the long-term productivity of the environment will be the continued, more intense commitment of the area to urban uses. The proposed General Plan is intended to plan for development of the City's recreational, commercial, industrial and residential uses. Additional development in the area will consume nonrenewable resources during the construction and life of the proposed uses. During construction, the use of building materials and energy resources will be largely irreversible and irretrievable. During the life of the plan, irretrievable resources consumed will include substantial amounts of energy, water, and other natural resources. Public facilities and services will need to be expanded to serve the project area and indicated in the General Plan.

The public investment required to build the proposed public improvements and the private investment required to build industrial, commercial and residential uses will commit future generations to urban uses of the area. As a result, future generations will experience the environmental consequences of the development and also receive the beneficial impacts.

## B. Irreversible Impacts

All impacts associated with implementation of the General Plan are considered irreversible within a short-term time period. The more intensely urbanized land uses and the population increases anticipated under the General Plan will create irreversible changes in the:

- ° Land use patterns;
- ° Distribution and characteristics of the population;
- ° Volume and distribution of vehicular traffic;
- ° Air quality;
- ° Amount, type and cost of housing;
- ° Consumption of energy;
- ° Extension of public services and facilities; and
- ° Ambient noise levels.

## C. Growth-Inducing Impacts

The General Plan does not so much induce growth as it does accommodate and provide the mechanism to control it. The Land Use Element of the General Plan and the accompanying Background Report describe ongoing land use trends in South Gate.

The infrastructure requirements of the increased population, coupled with the need to upgrade existing deteriorating systems, could lead to indirect growth inducing effects. These include:

- ° The need for additional water and sewage collection/treatment facilities;
- ° Additional public facilities and services; and
- ° Major circulation system improvement.

These impacts are expected to be covered in environmental documentation to be prepared when specific projects are proposed. Regular updating of the General Plan and EIR will greatly assist in the early identification of specific environmental concerns and mitigation measures.





## VI. ORGANIZATIONS AND PERSONS CONSULTED

### A. Preparers of the EIR, General Plan and Background Report

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## APPENDICES

INITIAL STUDY

RESPONSES TO THE NOTICE OF PREPARATION



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